



NATIONAL MOTORISTS ASSOCIATION

Empowering Drivers Since 1982

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Testimony for the House Transportation and Infrastructure Committee On House Bills 5061 and 5062, December 15, 2015

Mr. Chairman and members of the committee, the National Motorists Association (NMA) strongly opposes these bills.

We have no objections to the state or regional authorities building NEW lanes on state trunk line highways that would be designated as bus rapid transit lanes. In some areas, this could improve our overall transportation network.

We have strong objections to MDOT and regional authorities prohibiting the public from using existing lanes on state trunk line highways, lanes the public has already paid for and will continue to pay for with their fuel, vehicle registration, and other taxes.

In East Lansing and elsewhere, it is proposed to restrict one lane each way of major highways for exclusive use by express buses that may run as little as 4 or 6 times an hour, leaving these expensive public assets virtually unused most of the time. This will sharply increase congestion on the remaining lanes, perhaps close to the point of gridlock in some areas. This plan has been suggested for parts of Woodward, Gratiot, 8 Mile Road, and other main arteries around the state that do not have that capacity to spare.

Motorists crawling along in the auto lanes that would become seriously more congested by the reduced lane capacity may be tempted to jump into the empty bus lanes that they already paid for, but now cannot use. If they do, Bill 5062 proposes to fine them about \$200 including the court costs and state assessments for using these assets that belong to everyone.

This is not reasonable or fair.

The National Motorists Association believes House Bill 5061 should be amended to prohibit MDOT from agreeing to convert any existing lanes to bus rapid transit lanes. We believe House Bill 5062 should only apply to NEW lanes built expressly as bus rapid transit lanes.

Thank you and I would be happy to take any questions.

Respectfully submitted,

James C. Walker, for the National Motorists Association